

REMARKS

This Supplemental Amendment is filed in response to the Office Communication dated July 11, 2005. This Supplemental Amendment makes reference to the amended claims filed on April 18, 2005.

The Examiner indicated that Applicants' Amendment filed April 18, 2005 is not fully responsive to the Office Action. The Examiner requested that Applicants' address new Claims 16 – 18 by distinguishing how these new claims define over the prior art.

New Claim 16 defines the invention as a hydraulic braking system for a wheeled vehicle. The hydraulic braking system includes a first wheel brake, a second wheel brake, and a first and second source of pressurized fluid to selectively supply pressurized fluid to the respective wheel brakes. First and second hydraulic conduits connect the first and second sources of pressurized fluid sources to the respective wheel brakes. A connecting conduit connects the first hydraulic conduit and the second hydraulic conduit, and a floating piston is disposed within the connecting conduit. A seal is disposed about the piston and cooperates with the piston and the connecting conduit to prevent fluid communication between the first hydraulic conduit and the second hydraulic conduit through the connecting conduit. A failure management system is included that is operable to detect a failure of the seal. A valve is also disposed within the connecting conduit that is selectively operable to prevent fluid flow through the connecting conduit.

New Claim 17 defines the invention as a method of operating a braking system for a wheeled vehicle. The braking system has a first brake circuit having a first source of pressurized fluid, a first wheel brake, and a first valve for selectively permitting fluid communication between the first source and the first brake. The braking system also includes a second brake circuit having a second source of pressurized fluid, a second wheel brake, and a second valve for selectively permitting fluid communication between the second source and the second brake. The braking system includes a connecting conduit between the first source and the second source.

The connecting conduit includes a floating piston disposed therein to prevent fluid from intermixing between the first and the second source. The method includes the steps of closing the first valve, operating the second source to provide pressurized fluid to the second brake through the second valve, and operating the first source to provide pressurized fluid through the connecting conduit to displace the piston to augment the flow of pressurized fluid to the second brake.

The cited references do not teach or suggest, either individually or in combination, the limitations of Claims 16 through 18. With respect to Claim 16, neither the Watanabe or Toda et al. references disclose or suggest a braking system including a failure management system to detect failure of the seal of the floating piston. For at least this reason, Claim 16 is patentable over the cited references. With regard to Claims 17 and 18, neither the Watanabe or Toda et al. references disclose or suggest a method of operating a braking system wherein fluid from a first source is provided through a connecting conduit to displace a floating piston to augment the flow of pressurized fluid to a second brake. As was discussed in the Remarks filed April 18, 2005, the Toda et al. reference does not operate to augment the pressurized fluid provided to the braking circuit such that a faster increase in the braking force of the wheel brake associated with the braking circuit is achieved. The piston of Toda et al. transfers fluid pressure between the fluid pressure pumps of two interconnected fluid pressure (braking) circuits. Similarly, the piston assembly of the Watanabe reference also does not augment the pressurized fluid provided to the second braking circuit, but instead operates to balance or equalize the fluid pressure between the connected braking circuits. Therefore, Claim 17, and Claim 18 that depends therefrom, are also clearly patentable over the cited references.

Additionally, Applicants' previously submitted arguments with respect to the differences between the structure of the pressure circuits disclosed by the Toda et al. and Watanabe references and the claimed invention, as well as the arguments presented supporting non-obviousness of the claimed invention in the amendment filed

April 18, 2005 may also be applied to support the novelty of new Claims 16-18 over the cited references.

In view of these remarks in conjunction with the amendments and remarks filed April 18, 2005, it is believed that the application is in condition for allowance. Accordingly, an early Notice of Allowance is respectfully requested.

Respectfully submitted,



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